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757~~CONFIDENTIAL~~CLASSIFICATION ~~SECRET/CONTROL~~ ~~US OFFICIALS ONLY~~COUNTRY Soviet Zone of Germany REPORT NO. _____TOPIC Cottbus Airfield

25X1X

25X1A

EVALUATION except as noted PLACE OBTAINED _____DATE OF CONTENT January 1950

25X1C

DATE OBTAINED _____ DATE PREPARED 1 March 1950

REFERENCES _____

PAGES 3 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS _____

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SOURCE _____

1. There was no flying at the Cottbus (N 52/A 57) airfield between 11 a.m. and 4 p.m. on 15 December 1949. About 32 to 35 PE-2s were parked in rows in front of the closed hangars. The engines, noses and cockpits of all planes were covered with tarpaulins. Contrary to previous observations it was recognized that all planes had weapons in the cockpit pointing to the rear and that there were no struts under the wings.
2. The light AA emplacement on the southern edge of the landing field was not occupied. About 20 German laborers did excavation work there and erected wooden cantonment buildings. A detail did surveying work along the landing field. Two railroad tank cars on special carriages were standing on the railroad spur track on the northern edge of the field. A new shed, in which 36 trucks were parked, was erected 150 meters north of the Cottbus-Burg (N 52/A 47) road. Repair work was being done on some billets at the field. _____ were seen at the 25X1C field entrance.

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3. The field was occupied by about 40 twin-engine bombers and five to eight biplanes in December 1949. Description of bombers: In-line engine, mid-wing, double rudder assembly, one machine gun each on fuselage and one in ventral gun mount in line with trailing edge of wings.

The bombers flew in formations of eight or twelve planes and only in good weather. They also practiced group flying with fighters which, were, however, not stationed at the field.

Description of fighters: Radial engine, three-bladed propeller, edges of wings straight, wing tips cut, landing gear retracting inward, two weapons in wings, single-seat, radiator under mid-fuselage.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 10 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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4. The AA guns were no longer emplaced at the field. The German workers previously employed at the field were dismissed in late October 1949. A dismissed field worker said that the releases were connected with the arrival of jet fighters. *

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5. Forty-four twin-engine bombers with double rudder assembly were parked in front of the hangars. There was no flying. The field had a cement runway, about 700 meters long, extending from the flight control station toward the intersection of the Spreewald railroad and the Dahlitzerstrasse. Another runway, a cinder path with solid subgrade, extended from the flight control station to the intersection of the Spreewald railroad and Burger highway.
6. The field was under expansion toward the southwest (see Annex). The confiscated area, at least 750 meters square, was staked off. It was observed that a narrow-gauge spur track branched off from the Spreewald railroad line on the south edge of the field. The AA gun emplacement on the southern edge had been removed. A construction site of a wooden cantonment building, several construction sheds and a storage place for building material was established there. A field railroad, of a smaller gauge than the narrow-gauge spur track mentioned, ran from the construction site to the confiscated area. The woods in the northwest section of the area were being cut and grading work was done. A new E-W runway was presumably to be constructed there.
7. The occupation of the field by the Soviet Air Force was unchanged on 10 and 20 January 1950. The hangars were open and apparently vacant. Not more than 44

8. The soldiers' activity included: Instruction on the aircraft, including repeated taxiing, maintenance of planes, drilling and sports.
9. The expansion work proceeded slowly because of the frosty weather.

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10. Thirty-one twin-engine planes were parked in four rows in front of the hangars on 19 January 1950.
Description: Low-wing monoplane, in-line engines, double rudder assembly, antenna rod on front section of mounted cockpit, pointed nose not glazed.

There was no flying between 9 a.m. and noon. [REDACTED]

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11. Two railroad freight cars loaded with gravel were standing on the spur track near the construction site on the south edge of the field. The cars were rolling on small wheel sets as the track was narrow-gauged. From 100 to 150 workers were at the construction site. A wooden shed, presumably for the storage of construction material, was being built. Five construction sheds were completed. Logs were hauled to the site. There were two concrete mixers which were not in operation. A wooden fence, about 1 meter high and 100 meters long, was completed around the construction site. The western section of the field in the entire width of the field was staked off in a length of about 500 meters. By pacing off the sides of the field it was found that the eastern section was about 600 meters long and the southern section up to the construction site (previous edge of field) about 800 meters. Soldiers were drilled on two light AA guns emplaced in front of the kaserne on the eastern edge of the field. No radio stations were seen.

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[REDACTED] Comment:

- 25X1C [REDACTED], according to which the German workers were allegedly dismissed in connection with the arrival of jet aircraft has not been confirmed [REDACTED]

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Although a maximum of only 44 twin-engine aircraft was counted at the field it is assumed from other evaluation results that two component regiments of the III Bmr Corps are stationed in Cottbus. [REDACTED] confirm the presence of bomber units.

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[REDACTED] the expansion work at the field. It has not been ascertained whether the landing field is being expanded or whether a new runway is to be constructed.

1 Annex: Cottbus Airfield.

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